Under the State Plan allocation, expenditure for village and small scale industries sector are as under:—

| Year | Expenditure (Rs. in lakhs) |
|---|---|
| 1992-93 | 991.60 |
| 1993-94 | 989.03 |
| 1994-95 | 1135.00 (provisional) |
| 1995-96 | 1311.00 |

State Govt. provides capital investment subsidy.

As per the second census of registered small scale units, there were 8287 units in Orissa, out of which 3303 were in backward areas constituting 39.9% in 1988-89. The cumulative no. of registered units in Orissa during 1991, 1992 and 1993 are 16004, 16740 and 17257 respectively.

### ग्रामीण लोगों के लिए सस्ते मकान

1095. **श्री सत्य प्रकाश मालवीय:** क्या ग्रामीण क्षेत्र और रोजगार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार गांवों में गरीबी रेखा से नीचे जी रहे अत्यंत जरूरतमंद लोगों के रहने के लिए सस्ते एवं टिकाऊ मकान बनाने के किसी प्रस्ताव पर विचार कर रही है;

(ख) यदि हां, तो इस संबंध में सरकार के पास प्रस्ताव कब आया और प्रस्ताव की रूप रेख क्या है तथा सरकार ने अब तक इस पर क्या निर्णय लिया है;

(ग) उक्त योजना के अधीन कुल कितने मकान बनाए जाएंगे तथा इस योजना पर कुल कितनी राशि खर्च होगी एवं कितने समय में यह कार्य-योजना पूरी होगी; और

(घ) इस योजना का कार्यान्वयन करने के लिए सरकार कब तक कार्रवाई करने का विचार रखती है और किस मानदण्ड के आधार पर मकान पात्र व्यक्तियों को प्रदान किए जाएंगे?

**ग्रामीण क्षेत्र और रोजगार मंत्रालय (ग्रामीण रोजगार और गरीबी उपशमन विभाग) में राज्य मंत्री (श्री विलास बाबूराम मुत्तेमवार):** (क) से (घ) जी, हां। सरकार, इन्दिरा आवास योजना के अन्तर्गत ग्रामीण क्षेत्रों में रहने वाले अनुसूचित जातियों, अनुसूचित जनजातियों, बंधुआ मजदूरों एवं गरीबी रेखा से नीचे बसर करने वाले गैर-अनुसूचित जाति/जनजाति के लोगों को सस्ते एवं टिकाऊ मकान मुफ्त में ही उपलब्ध करा रही है। यह योजना ग्रामीण भूमिहीन रोजगार गारण्टी कार्यक्रम की एक उप-योजना के रूप में 1985-86 के दौरान सरकार द्वारा शुरू की गयी और अप्रैल, 1989 में जवाहर रोजगार योजना के शुरू होने पर इसकी उप-योजना के रूप में जारी रही। आवासों के निर्माण के संबंध में लक्ष्य सरकार द्वारा निर्धारित किये जाते हैं और आवंटन भी तदनुरूप योजना के मानदण्डों के अनुसार किये जाते हैं। इस योजना की शुरूआत से 30 अक्टूबर, 1995 तक 22,23,100 आवासों का निर्माण किया जा चुका है। 1995-96 के दौरान देशभर में 10 लाख मकानों को निर्मित करने का लक्ष्य सरकार द्वारा निर्धारित किया गया और इस लक्ष्य को प्राप्त करने के लिए [1250 करोड़ रूपये के राज्य अंश सहित] का आवंटन किया गया। 1995-96 के दौरान 30 अक्टूबर, 1995 तक 2,03,128 मकान बनाए जा चुके है।

### INCIDENT IN GOA EXPRESS

1096. SHRI VIREN J. SHAN:
SHRI INDER KUMAR GUJRAL:
SHRI PRAMOD MAHAJAN:

Will the PRIME MINISTER be pleased to state:

(a) whether Government's attention has been drawn to a report published in the Hindustan Times of 17th November, 1995 under the caption "Girl's last train journey".

(b) if so, what are the facts in this regard;

(c) whether there has been callous negligence on the part of the railway staff for not detecting/replacing the stepping Plate in the vestibule between the two coaches of Goa Express which was missing from its place;

(d) what are the details in this regard and whether Government have made any enquiry into the matter and if so, with what results; and

(e) what compensation has been paid to the heirs of the deceased?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI): (a) Yes, Sir.

(b) A lady passenger, named Sarika Hora, having reservation in Coach No S-9 of 2480 Goa Express on 27.10.95 is reported to have fallen down from the train while crossing from Coach S-7 to S-8.

(c) and (d) The coach No. S-7 was converted to a non-vestibuled coach by blooking the vestibule ends in the workshop by tack welding steel sheet across the opening both from inside and outside. The blocking was found open when examined at Jhansi. Since the coach was made non-vestibuled the fall plates and other vestibule fittings were not provided.

An enquiry has been conducted by Commissioner of Railway Safety and the follow up action has been initiated on the preliminary reprot received.

Ministry of Railways have also re-iterated the instructions to all the Zonal Railways for checking the vestibule fittings on all the vestibuled coaches and to ensure that these are in working order and safe for use by the travelling passengers.

(e) Compensation will be paid soon after the claim is decreed by Railway Claims Tribunal.

**Plan to set up Satellite Medical Centres**

1097. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:
SHRIMATI VEENA VERMA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is a plan to set up Satellite Medical Centres (Kiosks) to take global health expertise to the door-steps of Indians, under the aegis of the World Health Organisation; and

(b) if so, what are the details of the plan and the modusoperandi and functions of these Kiosks?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI A. R. ANTULAY): (a) No, Sir.

(b) Does not arise.

**Movement of fruits from Andhra Pradesh**

1098. SHRI MOHAN BABU: Will the PRIME MINISTER be pleased to state:

(a) what steps Government are taking to encourage movement of fruits from Andhra Pradesh to other States by rail;

(b) whether any assessment has been done of the increasing importance of fruit exports from Cuddapah, Chittor and Anantapur districts of Andhra Pradesh;

(c) whether it is a fact that adequate wagons are not made available for fruit export from this area; and

(d) whether Government propose to streamline this situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI): (a) The steps taken include leasing out brake vans space to fruit merchants, allotment of parcel vans under Freight Forwarder Scheme, attachment of additional parcel vans whenever required, running of Mango special trains during peak season, periodical assessment of demand for movement of fruits, etc.

(b) to (d) During the period January-December, 1994 the loading of fruits was 11308 tonnes. This has increased to 15848 tonnes in the period Jan. — Nov., 95. Continuous interaction with the fruit merchants is being kept up to improve the despatches further. Fruit merchants are not interested in loading fruits in wagon loads or taking parcel vans on lease due to comparatively lower road rates with door to door delivery. They